

decline. In the wind energy sector alone, investments drop an average 80 percent every other year when the credits expire. In order to realize our full renewable potential, it is absolutely essential that we provide long-term incentives to engender enough market confidence to generate sustained investment.

If the proposals established in the Apollo Energy Independence Act are implemented, renewable energy use could increase by more than 320 percent and comprise the largest segment of U.S. energy use. Foreign oil use would plummet by more than 730 percent, based on estimates from the National Hydrogen Association (NHA), the American Council on Renewable Energy (ACORE) and the Energy Information Administration (EIA).

The Apollo Energy Independence Act also establishes a number of permanent tax incentives to purchase and produce advanced vehicle technologies and alternative fuels, such as cellulosic and hydrogen fuel. The legislation also permanently extends the hybrid tax credit, increases it by 50 percent and eliminates the obstructive limitation. Since current law limits the hybrid tax credit to just the first 60,000 vehicles, the full credit was available for the most popular vehicles for just 9 months after its establishment. The quarter in which the credit began to phase out, Toyota saw its hybrid vehicle sales decline by nearly 30 percent. My legislation repeals this limit to facilitate the constant proliferation of hybrid vehicles.

In order to spur the development and deployment of even more advanced vehicles, we establish an advanced vehicle technology credit for plug-in electric drive, fuel cell and flexible fuel vehicles. But our failure to fully deploy alternative fuels and vehicles is not simply a lack of development, it also stems from a lack of proper infrastructure. My legislation increases and makes permanent the alternative fueling property credit. It also provides a steady funding stream, via Corporate Average Fuel Economy penalties, to the Department of Energy's Clean Cities Initiative, which establishes local public-private partnerships to find alternative fueling infrastructure solutions to reduce our oil consumption.

Americans currently import 12 million barrels of oil daily. The policies of the Apollo Act could decrease foreign oil consumption by up to 10 million barrels per day by 2030, according to a study commissioned by the NHA. At today's crude oil prices, this would save America over \$500 billion annually.

The bill establishes a number of other measures to help consumers reduce their energy and gasoline costs, including providing market incentives to boost public transportation use, reducing costly boutique fuels, providing grants for green school improvements and eliminating ethanol tariffs.

To fund this effort, the legislation cuts Federal funding for congressional earmarks and agriculture subsidies while consolidating a number of lower priority Government functions. By spurring new energy technology, resulting spin-offs promise to generate additional economic growth and jobs. According to NASA, since 1976 more than 1,500 technologies emerged from the space program, creating thousands of new jobs and industries.

The United States spent \$19.5 billion to realize one of her most prestigious accomplishments—landing on the moon. We should invest in a similar national effort that will be

equally important for the sustainability of our society and could have even far more reaching and long-term benefits than the Apollo program. I hope my colleagues will join Representatives JUDY BIGGERT, CHRISTOPHER SHAYS and me in taking the first step toward achieving this goal and support the Apollo Energy Independence Act.

TRIBUTE TO OFFICER ELSON "SKIP" EHRLHARDT

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 26, 2008

Mr. LATHAM. Madam Speaker, I rise today to recognize the recent heroic action of Eldora, Iowa Police Officer Elson "Skip" Ehrhardt.

On March 5, 2008 at 12:48 a.m., while Officer Ehrhardt was on patrol, he received an emergency page indicating that a woman was in active labor a half block away in the Merritt Mobile Home Court. When Officer Ehrhardt arrived on the scene, he had to urge a hesitant woman to leave the bathroom where she had begun to go into labor. When she eventually came out, Ehrhardt realized that her water had broken and that there was no time to get her medical assistance. He noticed that the baby's head was on its way out, and about a minute later, at 12:57 a.m., Officer Ehrhardt had the baby in his arms. He then quickly unwrapped the umbilical cord and rubbed the baby vigorously until the baby began to cry, just as an ambulance arrived with paramedics.

Officer Ehrhardt's alertness and decisive decision making in such a critical situation goes above and beyond what we are asked of as citizens of this country. His courage illustrates the compassion of Iowans; willing to do whatever it takes for a neighbor in need. I know my colleagues in the United States Congress join me in congratulating Officer Ehrhardt on a job well done. It is an honor to represent such a compassionate Iowan in Congress, and I wish Officer Ehrhardt the best in his future endeavors.

HONORING THE WALKER TAVERN FARMER'S PICNIC

HON. TIMOTHY WALBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 26, 2008

Mr. WALBERG. Madam Speaker, it is my special privilege to recognize the one hundredth anniversary of the first Walker Tavern Farmer's Picnic held in Brooklyn, Michigan in 1908. It is with great enthusiasm that I honor the Farmer's Picnic on behalf of the many Michigan families who have experienced the joy of this unique event.

Started by a group of business owners in 1907, the first Walker Tavern Farmer's Picnic was celebrated in the Irish Hills and quickly became a highly anticipated annual event. This day-long picnic, originally called the Businessmen's Picnic, brought families, friends, and visitors together to share food, partake in games, and exchange stories. The picnic offered over 25 summers of community enter-

tainment from 1908 to 1935 until halted by the Depression.

This historic event is known for the bringing together workers of many trades, such as businessmen and farmers. A 1922 account reveals that the picnic drew a crowd of about 1,500 and featured a baseball game between the farmers and the businessmen. Friendly games among locals is part of what made this picnic the highlight of the summer for over a quarter century.

This year the community spirit that inspired the picnic will be rekindled. In honor of its one hundredth anniversary, families and friends will gather once again at Walker Tavern to celebrate the traditions of the past. Folks will enjoy free family fun by sharing a potluck lunch and engaging in old time games including tug-of-war and a watermelon seed spitting contest. In addition, a vintage baseball game will be played according to Civil War era rules where the ball is only allowed to bounce once before it is counted as out and participants wear no mitts, just as those who participated before them did.

Madam Speaker, today I honor the one hundredth anniversary of Walker Tavern Farmer's Picnic for its ability to draw this community together to celebrate a rich heritage all Michiganders can be proud of. May others know of my high regard for this celebrated event as well as my highest recognition for its storied past.

RECOGNIZING RICHARD PAUL ELLIS ON THIS 100TH BIRTHDAY

HON. JEFF MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 26, 2008

Mr. MILLER of Florida. Madam Speaker, on behalf of the United States Congress, I rise today in honor of Richard Paul Ellis on his 100th birthday.

Mr. Ellis has watched his home town of Milton, Florida grow from a dirt-road countryside to a sizable city in the 100 years that he has lived there. He grew up on the east side of the area and attended the Greater Bethlehem African Methodist Episcopal Church and Magnolia School.

Over the years, his life took root and blossomed into varying forms. He married in 1930 and proceeded to have eleven children. Mr. Ellis has been active in the Greater Bethlehem African Methodist Episcopal Church from early on. He strengthened his participation, serving as Class Leader, Stewart Board member, and Stewart Pro-Tem. Mr. Ellis also taught Sunday School and helped remodel the sanctuary.

In 1951, Mr. Ellis joined the Shriner's organization and began participating in the Pride of Milton Lodge #12 location. In 1965, he was elected Worshipful Master and served in the position for thirty-five years. Mr. Ellis was a charter member of the R.P. Ellis Royal Arch Masons and served as the High Priest for five years. After a fire badly damaged the Masonic Lodge, which was used as a school building at the time, he helped secure funds for the reconstruction of a new school.

For a century Mr. Ellis has graced the residents of Milton with his charity and good deeds. The First District of Florida is greatly indebted to his service and is honored to have

him as one of their own. Madam Speaker, on behalf of the United States Congress, I would like to wish Richard Paul Ellis a happy 100th birthday, and I wish him many more years of health and happiness.

RECOGNIZING EMERGENCY MANAGEMENT, DISASTER RECOVERY AND RELIEF EFFORTS IN SHELBY COUNTY

HON. MIKE PENCE

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 26, 2008

Mr. PENCE. Madam Speaker, I rise today to commend and recognize the extraordinary contributions of emergency management, disaster response, and recovery personnel as well as elected officials and community leaders in my district which was devastated by the recent severe weather in Indiana.

I wish particularly to honor the Board of Commissioners and County Council, as well as these outstanding individuals in Shelby County:

Mike Schantz, Director, Emergency Management Agency

Michael Bowlby, Sheriff

Scott Furgeson, Mayor, City of Shelbyville

Bill Elliott, Chief of Police, City of Shelbyville

These areas suffered greatly from severe storms and weather, creating a catastrophe of nature that inflicted injuries, destroyed property, and displaced many of our citizens. In response, these officials went above and beyond the call of duty, showing great poise while saving many lives and serving the people of their communities.

Madam Speaker, I commend these fine men and women for their tremendous dedication to the Hoosier families, businesses, farmers and communities that they serve. As Hoosiers continue to recover from Mother Nature's fury, I feel confident that the people of Shelby County will be well served by these officials.

INTRODUCTION OF CRUISE VESSEL SECURITY AND SAFETY ACT

HON. DORIS O. MATSUI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 26, 2008

Ms. MATSUI. Madam Speaker, today I am introducing the Cruise Vessel Security and Safety Act. This bicameral, comprehensive cruise safety reform legislation has been informed by 2 years of research and numerous Congressional hearings.

Madam Speaker, over 12 million Americans will travel on cruise lines in 2008. Within 5 years, that number is expected to reach 20 million. Unfortunately, few of these passengers fully appreciate how vulnerable they are to crime while at sea. Cruise ships, which operate under foreign flags of convenience, are not required under U.S. law to report crimes that occur outside of U.S. territorial waters. Citizens who are victimized often do not know their legal rights or who to contact for help in the immediate aftermath of the crime.

In recent years, the media has reported on a number of high profile cases of passengers

falling overboard, passengers gone missing and passengers being raped and sexually assaulted. Sadly, many of these cases remain unresolved.

My involvement in this issue began after a young woman from my district, Laurie Dishman, came to me for assistance after she had been a victim of a violent crime on a cruise ship. Laurie shared her shocking story with me in a letter 2 years ago. At its heart, this bill addresses the concerns brought to my office 2 years ago by my constituent, Laurie Dishman.

As a passenger on board a Royal Caribbean cruise ship, Laurie was raped by a crew member. One of the most disturbing aspects of Laurie's case is that the cruise ship on which she was raped had inadequate security staff. As a result, the cruise line promoted someone with no training to perform security personnel duties. If a real security guard had been on duty that evening, Laurie may have been spared her awful ordeal. The tragedy that ensued is something that Laurie will never forget.

Laurie was brave enough to report the incident to the crew authorities, even though they treated her poorly and with little sensitivity. She also reported the crime to the FBI. Unfortunately, the U.S. Attorney's office declined the case for prosecution just 4 days later.

I have since learned that there have been no convictions for rape cases on cruise lines in four decades. This statistic takes on a new meaning through the lens of Laurie's experience.

Laurie told her story at a Transportation and Infrastructure, Coast Guard and Maritime Transportation Subcommittee hearing on crimes on cruise ships. At the hearing she spoke of her experience and also ways to improve prevention methods, including: peep holes and security latches on stateroom doors; instituting sensitivity training for crew members; and ensuring more CCTV cameras in hallways.

After the hearing, I introduced the Protect Americans from Crimes on Cruise Ships Resolution on September 17, 2007, with Representatives CHRISTOPHER SHAYS and CAROLYN MALONEY. The resolution has over 30 cosponsors.

The Coast Guard and Maritime Transportation Subcommittee held a follow-up hearing on September 19, 2007. We heard from other victims, some who were raped or assaulted while on a cruise; others who lost family members at sea. Unfortunately, we did not hear that the cruise lines had changed many of their standard operating procedures to reflect the previous hearing. In fact, just a few weeks before the hearing, a young woman had been raped on a cruise ship and was not given access to proper care.

These incidents beg the question: what is the process when a crime is committed on a cruise line and what recourse do victims have? The more Members of Congress have inquired, the more we have learned that there is no shortage of cases of rape, sexual assaults of minors, alcohol-related fighting and abuse, and persons overboard.

Most recently, Senator KERRY and Senator LAUTENBERG held a hearing on cruise safety. Less than a month before the hearing, a constituent of Senator LAUTENBERG's went missing while on a cruise, and was believed to have gone overboard. The family was not immediately

notified of the incident. This incident occurred 4 years after Ken Carver's daughter, Merrian, went missing on a Royal Caribbean cruise to Alaska. Since then, Ken has been instrumental in organizing victims to promote safety on cruise ships, including starting the International Cruise Victims organization and developing a 10-point program to improve safety on cruise ships.

Today, as a result of Mr. Carver, Ms. Dishman, and all of the many families of victims who have suffered so greatly, I am introducing a comprehensive reform bill with my esteemed colleagues CHRIS SHAYS, CAROLYN MALONEY, LLOYD DOGETT and JOHN LEWIS to address the public safety concerns on cruise ships.

Our legislation seeks to improve ship safety, provide transparency in reporting, improve crime scene response, improve training procedures and enforce safety and environmental standards.

Improve Ship Safety. Our legislation would improve ship safety by mandating guard rails to reach 54 inches in height and entry doors of each passenger stateroom and crew cabin to have peep holes, security latches, and time sensitive key technology. Ship owners would be required to implement fire safety codes as well as technology to detect when a passenger falls overboard. Procedures would also be established to determine which crew members have access to staterooms and when.

Provide Transparency in Reporting. The legislation would establish a reporting structure based on the current voluntary agreement in place between the cruise industry, the FBI, and the Coast Guard. Additionally, each ship would be required to maintain a log book, which would record all deaths, missing individuals, alleged crimes, and passenger/crew-member complaints regarding theft, sexual harassment, and assault. The log books would be available to FBI and Coast Guard electronically, as well as to any law enforcement officer upon request. Statistical information would be posted on a public Web site maintained by the Coast Guard.

Improve Crime Scene Response. Each ship would be required to maintain antiretroviral medications and medications used to prevent sexually transmitted diseases after assault, as well as equipment and materials for performing a medical examination to determine if a victim has been raped. A United States licensed medical practitioner would be on every ship to perform the necessary examinations and to administer treatment. Private medical information would be protected, and would require written authorization for release. Additionally, all passengers would be given free, immediate, and confidential access to a National Sexual Assault Hotline and the FBI.

Improve Training Procedures. The legislation would establish a program designed by the Coast Guard and the FBI, and certified by the Administrator of the Maritime Administration, to train appropriate crewmembers in crime scene investigation. Each ship would be required to maintain one crewmember trained and certified under such a program.

Enforce Safety and Environmental Standards. The Coast Guard is authorized to dispatch personnel to monitor discharge of waste, to verify logbook entries related to waste treatment and disposal, and to act as public safety officers by securing and collecting evidence of alleged crimes. Additionally, the Secretary of the Coast Guard shall